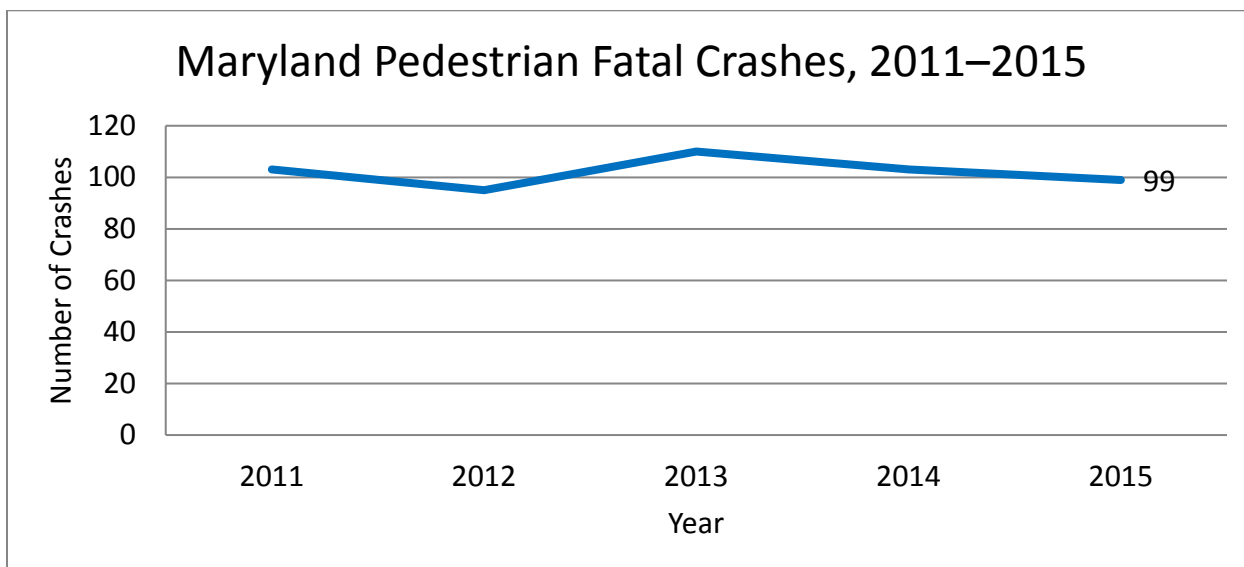
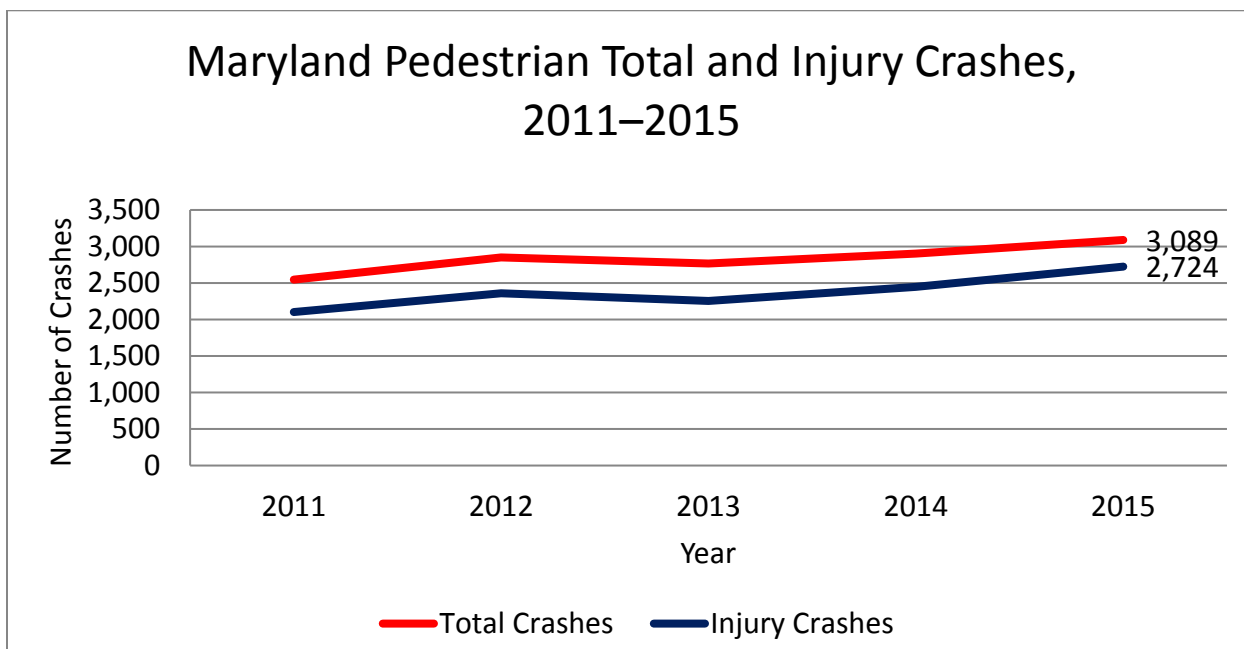


## PEDESTRIAN SAFETY IN MARYLAND

### THE FACTS

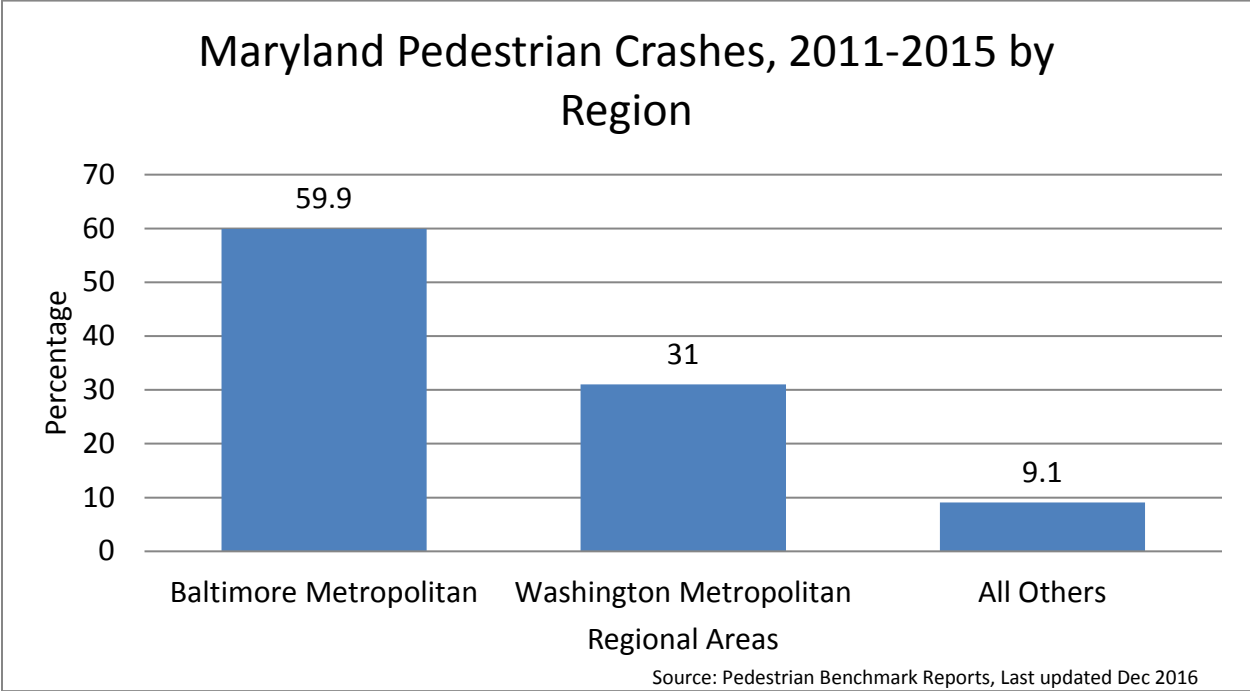


- **Motor vehicle crashes are a huge threat to public health.** Over the past decade, the number of crashes reported on the nation's roadways has declined annually. However, motor vehicle crashes continue to be a leading cause of death in the United States<sup>1</sup>.

<sup>1</sup> <https://www.cdc.gov/nchs/nvss/deaths.htm>

- **Pedestrian-involved crashes in Maryland are fluctuating.** Overall, the number of pedestrian crashes and those resulting in injuries and/or fatalities have increased in Maryland over the past five years.
- **Fatalities are high among pedestrian-involved crashes.** Annually, Maryland drivers were involved in nearly 2,800 pedestrian crashes, close to 88 percent of which resulted in an injury or fatality. In 2015, pedestrian crashes accounted for three percent of the State’s approximately 108,000 crashes, but accounted for close to 19 percent of statewide fatalities. Almost one out of every five people killed in Maryland in a traffic crash was a pedestrian on foot.
- **Metropolitan areas have the highest concentration of pedestrian-involved crashes<sup>2</sup>.** Between 2011 and 2015, about 91 percent of pedestrian-involved crashes occurred in Baltimore and Washington metropolitan areas. Although the majority of pedestrian-involved crashes occurred in Baltimore City, Prince George’s County accounted for the greatest number of crashes resulting in a fatality.

**1 in 4 deadly**  
**crashes** in  
Maryland involved a  
***Pedestrian.***



- **Pedestrian-involved crashes are highest during the fall season.** The number of pedestrian crashes and total statewide crashes showed a similar distribution throughout the year. The fall season accounted for the highest number of total pedestrian crashes. However, fatal pedestrian crashes increased most from October through December.

<sup>2</sup> Baltimore Metropolitan area is comprised of Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties, and Baltimore City as designated by the Baltimore Metropolitan Council. The Washington Metropolitan Area is defined as Charles, Frederick, Montgomery, and Prince George's Counties as designated by the Metropolitan Washington Council of Governments.

- **Fridays and evening hours are dangerous times for pedestrians.** On average, Friday was the peak day for pedestrian overall and injury crashes. Fatal crashes also occurred most often on Fridays. Nearly half of all pedestrian crashes occurred between 3 p.m. and 10 p.m.; however, pedestrian crashes resulting in fatalities occurred most often during the mid- to late-evening hours (6 p.m.–midnight).
- **Teen and young adult drivers and pedestrians accounted for a large share of those involved in pedestrian crashes.** Approximately three out of 10 pedestrian crashes in Maryland involved drivers ages 34 and younger. Pedestrians between the ages of 10 and 29 accounted for nearly 37 percent of those struck by vehicles; however, older pedestrians (ages 45–59) comprised 30 percent of those involved in fatal crashes.
- **Males are most often the victims and drivers in pedestrian-involved crashes.** Males accounted for the greatest number of pedestrians involved in crashes. Nearly 70 percent of all pedestrian fatalities were male. Approximately half of all drivers involved in a pedestrian crash were male.

## BACKGROUND

Pedestrian safety is an issue that affects everyone in Maryland; young and old, drivers and walkers, during the day and at night. Everyone is a pedestrian in some capacity at one point or another. Many unnecessary injuries and fatalities occur because of intoxication, ignorance, or inattentiveness by either or both motorists and/or pedestrians. Maryland’s roadways should be safe places for all transportation modes. Laws related to pedestrian safety need to be enforced and pedestrians need to be educated on the laws and how to do their part to improve their safety.

## MARYLAND’S PEDESTRIAN SAFETY LAWS

### For Drivers

- **TR§21-502(a)2 Failure to stop for pedestrian in crosswalk**  
Driver of a vehicle shall come to a complete stop when a pedestrian crossing the roadway in a crosswalk is: (i) on the half of the roadway on which the vehicle is traveling or (ii) approaching from an adjacent lane on the other half of the roadway.  
**Penalty: \$80 or up to \$500.00. One Point.**
- **TR§21-502(c) Passing a vehicle stopped for a pedestrian**  
It is unlawful for a driver to pass a vehicle that is stopped for a pedestrian either in a marked or unmarked crosswalk.  
**Penalty: \$80 or up to \$500.00. One Point.**
- **TR§21-202(c, e) Failure to yield right-of-way when turning on green signal or green arrow**  
Vehicles facing a circular green signal, including any vehicle turning left or right, shall yield right-of-way to any pedestrian lawfully within an adjacent crosswalk.  
**Penalty: \$90 or up to \$500.00. One Point.**
- **TR§21-202(h) Failure to stop at clearly marked stop line**

Vehicles facing a steady circular red signal or red arrow signal shall stop at the near side of the intersection at a clearly marked stop line, or before entering the crosswalk.

- **Penalty: \$140 or up to \$500.00. Two Points.**  
TR§21-202(k) **Failure to yield to pedestrian before turn on red**  
Vehicles facing a red signal shall, after stopping, yield the right-of-way to any pedestrian lawfully within an adjacent crosswalk.  
**Penalty: \$90 or up to \$500.00. One Point.**
- TR§21-504(a, b, c) **Failure to exercise due care to avoid hitting a pedestrian**  
The driver of a vehicle shall exercise due care to avoid colliding with any pedestrian, shall warn any pedestrian by sounding a horn, and shall exercise proper precaution on observing any confused or incapacitated pedestrians.  
**Penalty: \$70 or up to \$500.00. One Point.**
- TR§21-801(h) **Special dangers as to pedestrians**  
The driver of a vehicle shall drive at an appropriate, reduced speed when any special danger exists as to pedestrians.  
**Penalty: \$90 or up to \$500.00. One Point.**

#### **For Pedestrians**

- TR§21-202(l) **Failure to obey red traffic signal**  
Pedestrian facing a steady red traffic signal alone may not enter the roadway.  
**Penalty: \$80 or up to \$500.00.**
- TR§21-203(c) **Failure to obey pedestrian control signal**  
Pedestrian may not start to cross the roadway in the direction of a solid “don’t walk” or “upraised hand” signal.  
**Penalty: \$40 or up to \$500.00.**
- TR§21-503(a) **Failure to yield right-of-way to vehicle**  
If a pedestrian crosses a roadway at any point other than in a marked crosswalk or in an unmarked crosswalk at an intersection, the pedestrian shall yield the right-of-way to any vehicle.  
**Penalty: \$40 or up to \$500.00.**
- TR§21-503(c) **Failure to cross at signalized intersection**  
Between adjacent intersections at which a traffic control signal is in operation, a pedestrian may cross only in a marked crosswalk.  
**Penalty: \$40 or up to \$500.00.**
- TR§21-503(d) **Crossing intersection diagonally**  
Pedestrian may not cross an intersection diagonally unless authorized by a traffic control device.  
**Penalty: \$40 or up to \$500.00.**
- TR§21-506(a, b) **Pedestrian unlawfully on roadway**  
Where a sidewalk is provided, a pedestrian may not walk along and on an adjacent roadway. Where no sidewalk is provided, a pedestrian may walk only on the left shoulder or on the left side of the roadway, facing traffic.  
**Penalty: \$40 or up to \$500.00.**

## MARYLAND'S PEDESTRIAN SAFETY PROGRAMS

### ***Look Up, Look Out***

Introduced in 2016, Maryland's *Look Up, Look Out* campaign is a statewide campaign that includes transit, radio, outdoor and social media advertising. The campaign also includes increased law enforcement and safety ambassadors strategically located at high priority locations throughout areas such as Baltimore and Annapolis where pedestrian-involved crashes are especially high.

### ***Street Smart Pedestrian & Bicycle Safety Campaign***

Established in 2002 in the Washington D.C. metropolitan area, the *Street Smart* campaign continues to address pedestrian safety issues through coordinated education and enforcement activities. The *Street Smart D.C.* campaign is managed by the Metropolitan Washington Council of Governments and its Transportation Planning Board.

The *Street Smart* campaign components include:

- Media campaign with television and radio public service announcements, outdoor advertising and outreach materials;
- Editorials in numerous newspapers describing the pedestrian and bicycle crash problems;
- Street Teams and outreach in High Crash Corridors;
- Literature distribution utilizing geographic-specific information; and
- Law enforcement operations targeting priority corridors and neighborhoods

### ***Walk Smart Pedestrian Safety Campaign***

During the past two years in Ocean City, the *Walk Smart* campaign collaborates with the Maryland Highway Safety Office, Maryland State Highway Administration (SHA), Maryland State Police, local law enforcement and many other partners to support the comprehensive pedestrian safety campaign to reduce injuries and fatalities at the beach. The *Walk Smart* campaign leveraged state and local resources to integrate the four Es (Engineering, Education, Enforcement and EMS) of traffic safety into pedestrian safety.

## PEDESTRIAN SAFETY TIPS

Pedestrian safety is an issue that affects every community in Maryland; young and old, walkers and drivers, during the daytime and at night. Everyone is a pedestrian. Many unnecessary injuries and fatalities occur as a result of distraction or intoxication of either or both drivers and pedestrians. Roadways should be safe places for everyone regardless of their transportation mode. Here are a few tips for pedestrians and motorists to help keep pedestrians as safe as possible on our roads:

### **For Pedestrians**

- Walk smart. Be predictable when walking. Use sidewalks where provided and cross only at crosswalks. Stay off highways and restricted zones.
- Pay attention and always look left, right, and left again before crossing the street.

- Avoid distractions and the use of electronic devices while walking. Focus on getting to your destination safely.
- Crosswalks and traffic lights don't stop cars! The WALK signal does not mean it is safe to cross. It only means it is your turn to cross. Check that traffic has come to a stop before crossing.
- Always look both ways before stepping between stopped vehicles as they may block your view of moving traffic.
- Wear brightly colored clothing to be easily seen day or night. At night, also wear reflective materials.
- Walk only on the sidewalk. If there isn't a sidewalk nearby, walk on the side of the road facing traffic.
- Stand a safe distance away from the roadway and traffic while waiting for a bus.
- Remember to look left, right and left again before crossing the street.

#### **For Drivers: Do Your Part**

- Always come to a complete stop at stop signs and stop lights.
- Always yield to pedestrians and stop for pedestrians in a crosswalk, even if it is not marked.
- Pay attention. Slow down. Be especially attentive around school zones and in neighborhoods where children are active.
- Avoid distractions while driving. Keep your eyes on the road and focus on getting where you need to go safely.
- Keep your windshield and headlights clean for maximum visibility.

## **CONTACTS FOR PEDESTRIAN SAFETY IN MARYLAND**

### **MARYLAND MOTOR VEHICLE ADMINISTRATION**

- Contact: MVA's Press Information at 410-762-5188